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BIRTHS.

On the 2nd December, at Rockliffe, Guildford, the wife of Edward A. Irvine, of a daughter.

On the 16th December, at Shanghai, the wife of N. Kneel, of a son.

On the 17th December, at 6, Scotch Road, Shanghai, the wife of R. H. Elias, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 24th December, 1901.

The Peking correspondent of the *Times* wrote from Hankow at the beginning of November that the Yangtze Valley was at present peaceful and the country had resumed its normal condition. Appearance undoubtedly tended to show this, and it cannot be said that there have been any outward signs of disturbance since the time when Dr. Morrison wrote. Nevertheless, news now reaches us from Shanghai of the discovery of an extensive anti-dynastic conspiracy, one of whose objects was to attack the Imperial party on its way from Kaifeng to Peking. It will be remembered that on the 20th November, during the celebration of the Empress Dowager's birthday at Kaifeng, an unsuccessful attempt was made to destroy the Palaces and their inmates by fire. After the failure of this attempt, some of the incendiaries (the number of captures is uncertain) were arrested by the Honan provincial officials, and torture was at once applied with a view of extorting confession. One of the conspirators, aged eighteen years only, at last broke down and amid the curses of his comrades related the plot. To this "confession" all were forced to append their signatures. According to the account received by the *North China Daily News* one part of this confession declared that a numerous body of men had been specially detailed to destroy the Chenting-Peking Railway—if all else had failed—and take up some of the rails as the Imperial train came on, whilst other bands of armed men had been ordered to fire at the Imperial train wherever chance offered on the way.

In the mean time, it appears, a search made in the house where two of the men were captured revealed a quantity of correspondence between members of the society, and also a number of detailed reports on the strength of the garrisons of almost every walled city in the Empire, their capability of resistance, the character of the men and their officers, etc. The most important "find" of the occasion, in the eyes of the mandarins, our Shanghai contemporary's information states, was some dozen and a-half volumes containing the names of members of the two secret societies concerned in the projected rebellion against the Manchu dynasty, namely the *Kelao Hui* and the *Taipei Hui*. The immediate consequence of these alleged revelations has been that Viceroy YUAN SHIKAI has taken very prompt measures to guard the railway line from Chenting to Peking with encampments of all his available troops, on both sides of the line along its whole extent, at the same time ordering mounted troops to scour the whole countryside within fifteen li on either side, scatter any party of men, exceeding two or three in number, and arrest any suspicious characters in sight at the time of the passing of the Imperial train. These preparations by YUAN SHIKAI are calculated to be fully adequate to meet any threatened danger on the journey, and meanwhile there is fortunately provided another argument for the Court to hasten to the shelter of the walls of Peking. Though it is quite possible that the magnitude of the conspiracy has been much exaggerated, no doubt seems to be entertained that the setting fire to the Palaces at Kaifeng was not meant to be the only attack on the Imperial family. At first it was said that the Empress Dowager was the object of the attempt, but the Chinese authorities evidently hold it to extend to the destruction of the reigning dynasty. Previous to the reception of news of the plot the report current in Chinese official circles in Shanghai was that the Empress Dowager (and presumably the Emperor KWANG HSU with her) would make a ten day's stop at Chenting and a further halt of a fortnight at Tsingtau. It may now be hoped that this scare over the Kaifeng discoveries may lead to an abandonment of this dilatory programme and an advance of the Imperial party with all possible speed to the capital.

There will be an issue as usual of this paper to-morrow morning, Christmas Day, but none on the morning of the 26th inst.

The letter received yesterday on the subject of rate and plague cannot be inserted until the correspondent gives his name as a guarantee.

H.M.S. *Endymion* returned from Manila yesterday morning. H.M.S. *Redoubt* came back from Canton, and H.M.S. *Firerbrand* is to follow.

Mr. G. Girault has a neat little "perpetual" almanac, combined with a pocket mirror and comb, all in celluloid and of a size to go into the pocket, samples of which he has sent to us.

The visitors to the City Hall Library and Museum last week were 336 non-Chinese and 173 Chinese to the former and 126 non-Chinese and 1,416 Chinese to the latter institution.

We have received the December number of the *Yellow Dragon*, the organ of Queen's College. It contains some remarks appropriate to the season, articles, correspondence (including a letter from Dr. Baleson Wright), cricket scores, etc.

The police report the drowning of a Chinese woman in the harbour, as the result of the capsizing of a cargo-boat. The boat was upset by the wash of a passing launch. All its eight occupants were thrown into the water but seven were saved.

There will be a hockey match to-day at 4.15 p.m. between the Club and H.M.S. *Olando*. The following will represent the Hockey Club:—Forwards—Capt. Dykes, J. Hooper, A. R. Walker, G. Badham Thornhill, J. M. Wakefield, halves—T. Enser, C. P. Chatter, B. E. Hanson; backs—F. H. Yeats, A. Ogilvie; goal—T. C. Gray.

At 4.15 p.m. to-day, in the Happy Valley, the Hongkong Football Club will play the Officers of the Fleet, when the following will play for the Club:—C. T. Kew, goal; W. H. Howard and W. H. Russell, backs; S. L. Jenkins, J. W. C. Bonnar, and I. V. Bennett, halves; J. D. Dancy, W. W. Clarke, F. B. von der Pfordten, Capt. Tulloch, R.A., and A. R. Lowe, forwards.

We are requested by the Committee of the Catholic Union to thank all the ladies and gentlemen who so kindly assisted them, pecuniarily or otherwise, in the bazaar of toys. The gross receipts were about \$1,500. The Christmas tea and entertainment to the poor children will take place on Christmas Day at 3 p.m. in the Roman Catholic Orphanage, at which they hope to see all the friends of the institution.

The following will play for the Civilians in the cricket match against the United Services on the 25th and 26th inst.—R. Hancock, P. A. Cox, J. A. Woodgrates, A. G. Ward, A. Mackenzie, J. Hooper, J. E. Lee, W. E. Dixon, W. H. Howard, H. Arthur, and T. Sercombe Smith (Capt.). There will be \$300 in the Cricket Club Pavilion at 12.30 p.m. on Christmas Day, and the match will start at 1.30 p.m. and will be continued the following day at 11 a.m.

It will be noticed in our advertisement columns that on Monday the library of the late Mr. J. J. Francis, K.C., will be put up to auction by Messrs. Hughes and Houghton.

In H.B.M.S. Supreme Court at Shanghai on the 17th inst. His Honour the Chief Justice gave judgement in the case W. Wilmer v. Chesney Duncan. The plaintiff represented that he entered the service of the defendant about the first week in April, 1901, as business manager of the *New Press* at a salary of \$300 per month, the engagement to be terminable at one month's notice, and that there was now due to him \$750, while he claimed the further sum of \$300 in lieu of one month's notice to leave. After hearing the evidence His Lordship gave judgement for \$750 and Court costs amounting in all to \$825, the amount to be paid into Court before the 26th inst.

The *Sincere* states that a "Manchu" ex-convict, named Wen Ti, now profect of Honanfu, has presented a memorial to the Empress Dowager strongly urging the necessity of her Majesty's selecting as many heirs to the Throne as possible. "If a few of them were to turn out as troublesome as Pa Chun, bad times would be in store for the Dowager. Wen Ti, however, continues—"The Manchu law promulgated by the first Emperor of this dynasty, Shien Chih, 1644-62, prohibits the appointment of heirs to the Throne, ordering that a successor can only be chosen on the death-bed of a sovereign, as the custom of having heirs-apparent will only create enmities, intrigues, etc." The suggestion of Wen Ti, to have not only one but a number of them, is a revolution against the family laws of the Imperial clan.

The Chinghoufu (Shantung) correspondent of the *N. C. Daily News* says:—"The new railway is looming up. Already the survey flags are visible for a considerable distance north and east of us, and the railway begins to bulk largely in our imagination. A friend lately made the journey from Tientsin to Weihaiwei easily in a day and a half, which formerly took three hard days to do by road. The railway is now open for traffic to Chinglin, 33 miles from Weihaiwei, and the line would soon be open to Weihaiwei itself if bridges could be built more quickly." A Berlin telegram of the 16th inst. says—"H. M. the Emperor has expressed to the Schantung Eisenbahn-Gesellschaft (Shantung Railway Company) his congratulations on the occasion of the opening of the line from Tientsin to Chinglin."

M. Drouze, Consul-General for the Netherlands, informs us that the Governor General of Netherlands-India has decreed that all ships or vessels arriving from Hongkong or having called at this port are subject in Netherlands-India to a quarantine of ten days from the date of departure from this port or since the last case of plague on board. Importation is temporarily prohibited of animal refuse, claws and hoofs; animal or human hair and bristles; hides which are untanned and which are salted or cured with arsenic; raw wool and rugs; bags or sacks which have already been used, coming from Hongkong, or transhipped at this port. Also it is temporarily prohibited to import from Hongkong into Netherlands-India tapestry and used embroideries, unless they are transported as personal baggage or in consequence of change of residence.

The *N. C. Daily News* says:—"Our Wanchow correspondent is well within the truth in saying that great sympathy will be felt with H.E. Chang Chih-tung in the melancholy death of his grandson, of whom he was justly proud, just as the young man was returning home. He was an extremely smart young fellow, very bright and intelligent. When he arrived at Shanghai some two years ago on his way to Japan, he was met at the wharf by the Shanghai officials, who were scandalised at his appearing in a semi-Western military uniform, instead of the regulation long silk coat, official hat, etc. He said that he meant to be a soldier, and therefore he had no use for the full dress of a Chinese official, in which it was impossible to move about. With his native intelligence, and the prestige of his birth he bade fair to be of great value to his country, and his premature death just as his education was completed is very greatly to be regretted."

Dr. Morrison writes from Hankow as follows to the *Times* concerning international enterprisers in the Yangtze Valley:—"The German steamers are making an effort to compete with the existing lines. The tonnage returns, however, give an erroneous impression of German commercial activity on the Yangtze, for the old lines are overlaid, while the German steamers are running at a loss and securing an insignificant share of the freight traffic. The concessions have stretch for miles along the river. The British and French are throbbing with activity; the Russians are disordered and waste; while the German, an expensive experiment, beautifully embellished and levelled, contains only two warehouses, being shunned by land-renters, as is the German concession at Tientsin. The Peking-Hankow railway is progressing steadily, though the recent floods have caused much loss of property. The rails have been laid for 165 kilometres, the earth-works for 50 kilometres farther. This activity is in marked contrast to the entire absence of British railway enterprise in the Yangtze Valley, the boasted Shanghai-Nanking and other railway concessions being locked away in drawers by the British concessionaires. Work on the Hankow-Canton railway has not yet been begun. Recently Sheng Tsotai asked that categorical assurances should be given to the Chinese Government that this concession, which was granted to an American syndicate because the syndicate was American, should not become subject, as was reported from America, to Belgians, who hold three-fifths of the original stock."

The Italian cruiser *Marco Minghetti* passed the Canal homeward bound on the 20th inst.

The seat of civil and military government of Eastern Siberia and Northern Manchuria has been transferred from Habarovsk to Harbin.

An Italian Consulate, says a Korean telegram, will be established at Seoul. The Italian Consul, who arrived there recently, waited upon the Korean Emperor on the 14th inst.

The Crown Prince of Siam was to visit Liverpool on the 25th ult., and, besides viewing the docks and places of interest, to attend a reception given by the Lord Mayor in his honour.

Rear Admiral Geissler, of the German Navy, has been promoted to be Vice Admiral, his appointment to be head of the German Squadron in East Asiatic waters being gazetted at the same time.

H. M. ships *Rinaldo* and *Mutine* having completed their visits at Sheerness on the 23rd and 24th ult., were to be commissioned for service on this station by Commanders Drury St. A. Wake and Claude W. M. Plenderleath respectively.

The Prince of Wales has forwarded a cheque for 25 guineas to the fund being raised by the officers and men of the Royal Marines Forces for the erection of a monument to the memory of their comrades who fell in South Africa and China.

An extraordinary general meeting of the Nagasaki Chamber of Commerce was held on the 14th inst., when the memorial submitted by the Nagasaki Industrial Union relating to the behaviour of the lower classes of Japanese towards foreigners was considered.

The new Russian t.b.d. *Forel*, Captain Seckalin, which last month arrived from Cronstadt at Kiel to complete her equipment, will steam to Vladivostok, in order to reinforce the fleet in East Asiatic waters. Two sister ships, it is said, are to follow soon.

Mr. H. P. Wilkinson, British Claims Commissioner, arrived at Shanghai on the 18th inst. from the North, where his exertions have been crowned with conspicuous success and have resulted in general satisfaction. He has now to undertake the settlement of British claims at Shanghai and the Yangtze ports.

Since the new Customs duties at Vladivostok came into operation in January last, the import trade at that port has been greatly affected, and the shipments from Japan of black tea and soy into that port have almost ceased for some time. Last year the import of these articles into Vladivostok amounted to 683,963 yen but up to the end of November last the value had reached to 444,361 yen.

It is reported from Kioochau that recently more than ten parties of four men each were sent from the German garrison force at Tientsin to that part of Shantung which lies to the north of the Yellow River, to sketch and survey the place, and that before the parties arrived at Shantung the Board of Regency at Peking wired to the local officials, announcing their coming, and ordering that they should be properly protected.

The question relating to looking of Chinese by the Japanese soldiers during the recent North China campaign, which is attracting public attention in Japan at present, will not be investigated until the return to Tokyo of Baron Kodama, the War Minister. At the Military Department it is stated that if the charge is proved severe punishment will be meted out to the officers and men who participated in the looting.

H.M.S. *Centurion* is again to be brought forward for service. She has served continuously on this station since she was completed in 1892, and is in need of an extensive overhaul. It is probable that she will also be fitted with a much better armament of secondary and small quick-firing guns. Her main armament consists of two pairs of 10-inch guns at the bow and her next largest are ten 4.7-inch guns mounted on the broadsides. These may be replaced by the latest type of 6-inch Q.F. guns; and it is also probable that her above-water torpedo-tubes will be removed.

The emigration of Japanese to Corea and China is a question which has been discussed for a long time. This subject has been at last introduced into the Japanese Diet under the amended bill of the Emigration Act. In the first article of the Act the words "foreign countries" were revised to "foreign countries except Corea and China." The reason given for this revision is that China and Corea are in close communication with Japan, and special protection was necessary, in certain circumstances, for Japanese emigrants. There are also separate regulations governing these emigrants, and it is considered that the application of the somewhat complicated emigration laws is not requisite for labourers proceeding to China or Corea.

In connection with the accident which occurred in Singapore Harbour recently, when the steamer *Arcton* ran into the wharf and collided with a godown, doing considerable damage, we learn that the steamer was at the time in charge of Captain Davis, the Apcar Company's special pilot and the oldest man in his profession in Singapore. As the circumstances leading to the accident were not, however, connected with anything which transpired on the bridge, blame can hardly be attached to Captain Davis. The full facts of the case will be made known at the enquiry shortly to be held. The force of the collision may be guessed when it is stated that the steamer made a hole in the wharf forty-five feet long and sixty feet broad. The damage is roughly estimated at \$25,000.

The French flagship *D'Entrecasteaux* arrived from Manila yesterday evening and was received with the customary salutes.

Captain-Lieutenant Count Rodon, who gallantly defended the German Embassy at Peking during the siege of the Legations, has been named a captain and chief of a company in a naval battalion.

The *Rinaldo*, sloop, completed last month her visit at Sheerness Dockyard, and was to be commissioned on 26th November by Com. Drury St. A. Wake and a complement of 104 officers and men for service on the China Station.

The death is announced of Admiral Lord Hood of Avon, which occurred at Wootton House, Glastonbury, on the 15th ult. In 1858 he commissioned the *Acorn* brig for China, where he took part in the action with the junk in Fatchan Creek on June 1, 1857, and served with the naval brigade at the capture of Canton in the following December. For this he received his promotion to captain, on February 28, 1858.

To an interviewer last month M. Witte said it was no light task to carry out the Siberian and Manchurian railways—which will not be thoroughly complete for two years yet. Over a hundred million sterling has had to be withdrawn from the operation of satisfying the internal requirements of the country. Hence European Russia has become, politically, the direct basis for the Far East, and its importance will, in the future, become more and more apparent. The completion of the line is of the utmost advantage to inner Russia, as it will place all the immense resources of the State Treasury at the disposal of the requirements of the interior.

If any doubt exists as to the bona fides of the Filipino, says the *L. & C. Express*, it must assuredly receive a blow when the document issued by the Comité Central Filipino at Hongkong is perused. The calm repudiation of the Biao-na-bato treaty is ample evidence. The treaty was to be only a stepping-stone to independence in two ways: by the greater control in Government affairs, and the money received from Spain to be used in procuring arms. We may not have any sympathy with the Spaniards in their misdeeds of the islands, but such double-dealing is only to be placed in the same category as the intended murder of every white man in Manila, irrespective of nationality, that was projected by the Katipunan in 1896.

The *L. & C. Express* of the 12nd ult. says:—"Some comment has already been evoked by the delay in issuing a medal to the British contingent of the China Expeditionary Force, and more particularly in regard to the brigade stationed at Kowloon. It is now stated that instructions have been issued that the native units of the expeditionary force sent last year from India to China, and who were posted south of Shanghai and the line of the Yangtze, are not to receive the belts which are about to be issued. In other words, the Indian Brigade, Native General and Field Hospitals who were at Kowloon are the only units of the whole force not to receive this money allowance. We agree with a correspondent who raises the issue in a contemporary that, there does not appear to be the slightest justification for such a course, nor can we understand why any distinction should be drawn between the troops serving at Shanghai and Kowloon. The presumption now is, of course, that the medal and international decoration will be conferred on the same lines as the belts, which means that this brigade will return to India empty-handed, and with nothing to commemorate their service in China. We hope the matter will not be overlooked by the home authorities. Their presence in Kowloon was considered a necessary safeguard; they also serve who only stand and wait."

POLICE COURT.

Monday, 23rd December.

BEFORE MR. F. A. HAZLELAND (POLICE MAGISTRATE).

THEFT BY A SOLDIER.

The number of thefts by soldiers, as shown by the Police Court returns, has become painfully frequent of late. Still another case took place on Saturday evening. Gunner Northcote, R.A., Mount Austin Barracks, went into watchmaker's shop in Bonham Strand on pretence of wishing to purchase, and made off with a silver watch valued at \$5.50. He aggravated his offence by assaulting the police who apprehended him.

When charged at the Police Court with these offences, Northcote pleaded guilty and was sentenced to six weeks' hard labour on the first count and one week's hard labour on the second, the sentences to run concurrently.

SEAMAN ENGINEER'S ESCAPE.

Walter Hoppe, engineer on the *ss. Para Chula*, was charged in absence with disorderly conduct in Wanchai Road on Saturday and with assaulting the police in execution of their duty.

THEFT OF VALUABLES.

Chung Kiu, a married woman, was sentenced to four months' hard labour for having stolen a head-band, containing 82 pence, and a gold watch, the property of a comrade who lives at 59, Queen's Road Central.

LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *König Albert* left Shanghai on the 21st inst. at 5 p.m., and may be expected here on about 4th day.

The C.P.R. steamer *Empress of China* arrived at Shanghai on the 22nd inst. at 8 a.m., and left again at 5 p.m. same day for Hongkong, where she is due to arrive on the 25th inst. at 9 a.m.

The N.Y.K. steamer *Hiroshima Maru* (Bombay Line) left Singapore for this port on the 21st inst. at 5 p.m., and is expected to arrive here on the 27th inst.

The C.P.R. steamer *Surprise* of Japan arrived at Nagasaki at 8 a.m. on the 23rd inst. and left again at 5 p.m. same day for Kobe, where she is due to arrive at midnight, to-day.

MANILA.

[FROM OUR CORRESPONDENT.]

Manila, 17th December.

BANQUET TO THE "ENDYMION'S" OFFICERS.

When H.M.S. *Endymion* leaves Manila Bay, it is hoped for the sake of all on board that the ship will take a cruise of several days before entering another port. Ever since the anchor came to rest off the Paigir breakwater there has been a continuous round of entertainment. Dinners, receptions and balls have filled one day after another. The members of the Commission, the English residents and the clubs have literally plotted out the hours, until the officers came almost to the point of establishing social instead of ship's "watchies" and dividing themselves to stand duty on shore. Captain Paget is well known to many of the American Army and Navy officers, and his duty in Cuba and China has won him many friendships. Lt. Colonel Welchman, I.S.C., who came on the *Endymion* as the guest of Captain Paget, has spent most of his time on shore and has been a familiar figure at the Army and Navy Club. Colonel McKibben, commanding the Port of Manila, and Lt. Colonel Anderson of the 6th Cavalry invited him to inspect the barracks, stables and parade grounds, which courtesy he accepted, and later expressed himself as being much impressed with the high standard of the negro troops stationed in Manila.

Last Saturday the members of the Army and Navy Club tendered a banquet to Captain Paget and the officers of the *Endymion*. Covers were laid for ninety-two and every seat was filled. In fact, after the speeches began, a number of officers crowded the doorways and joined in the applause. The midshipmen turned out in force and had a high time of it. The table was arranged as an oval, thus accommodating three heads, presided over by General Chaffee, and Captain Paget, Governor Wright and Commander William Q. Boothby, and Admiral Rodgers, with Colonel Welchman. General Chaffee was toastmaster and formally opened the evening with "bottoms up" (drinking the glasses) to the President and to King Edward VII. He then introduced Captain Paget, who was constantly interrupted by prolonged applause. He struck a responsive chord and carried the whole assembly with him. Briefly he referred to his old friend Chaffee, the diplomat, who with a few simple words swept away the sophistry of Ministers. He spoke of the growing cordiality between the two branches of our race and quite took the place by storm by saying, "If some critics and writers in the American papers seek to stir up or anticipate trouble, I am sure it is due to a certain insular feeling that still exists in those far wilds" (the United States). "Columbia is the daughter of Britannia and if sometimes we are surprised at the immense go and energy of the American nation, why after all we bred her. America is coming home to England more and more every day. We have the American girl with us and I assure you she is a strong element in our recognition of the States' facility and in getting on top. We feel an immense warmth and hospitality wherever we see the Stars and Stripes." The genial captain may have intended to say something more, but at this point he was silenced by the wildest applause and then someone started singing, "For he's a jolly good fellow," in which everyone joined, and when the song was over the captain was in his chair and did not attempt to rise again. Then the band played a "Hot time in the old town," and all hands sang again.

Governor Wright was the next speaker with the text—"The Philippine Islands." He said that had he been asked to talk on this subject thirty days after his arrival in the islands he would have had much to say, but after a residence of eighteen months he was at a loss to answer. He felt that possibly one of the principal reasons for the Americans being in the islands is because they have English blood in their veins and hence inherit the habit of "taking over" large territories. "The Englishman has always taken over large territories—for the good of the taking over. First comes the missionary, then the merchant, the soldier, the statesman. Wherever Englishmen have gone they have taken with them justice, fair play, and the best interests of the governed. (Applause.) So that England has been able to make the governments of strange peoples wise and popular government. The younger branch (America) has undoubtedly a similar feeling of expansion. I believe Americans bring with them the same ideas which have animated Old England in annexing territory. (Applause.) Captain Paget has been adopted, yet, formally adopted by Americans; he belongs to the young England type, to the large English type, and not to the little English. The time for differences between England and America has passed away. Let me repeat, 'Blood is thicker than water.' We have received from England the laws and customs; and self-control that has made America of to-day; we have given back to England the evidences of thrift and enterprise and invention and A.I. girls—hence we are square." (Loud applause, with appreciative bursts from the gun room contingent.)

Commander Boothby, R.N., responded to the toast, "The Royal Navy" and gave a first class speech. He was followed by Admiral Rodgers, U.S.N., and Lieut. Colonel Welchman, I.S.C. The latter spoke in a most interesting manner, on his impressions of Manila and the American troops stationed in the vicinity. Colonel Arthur L. Wagner, U.S.A., spoke eloquently on the history and achievements of the American Army, and Colonel C. A. Woodruff, U.S.A., moved everyone to the wildest enthusiasm in his exceedingly clever and witty response to "Sweethearts and Wives." This fittingly closed the evening, though many of the British officers remained on shore for the night and joined a merry throng which happily passed

away the hours in the flow of soul, song, wit, and other things, until the earthquake shook them up rudely at seven the next morning. Altogether the affair was a complete success and never more cordial relations in evidence. Everyone was in the happiest frame of mind and friendliest spirits.

Aside from the officers the following civilians were present: Commissioner Ido, W. Adams Orani of the H.K.S.B. Co., T. E. Sansom of the Chartered Bank, P. G. McDowell, New York Sun correspondent, Captain E. G. Bellairs, Associated Press correspondent, Messrs. Steele and E. H. White.

HONGKONG SANITARY BOARD.

A meeting of the Hongkong Sanitary Board was held yesterday in the Board Room. Present: Dr. J. M. Atkinson, Principal Civil Medical Officer (President); Hon. A. W. Brewin, Registrar-General (Vice-President); Mr. F. J. Bodeley, Acting Captain Superintendent of Police; Lieut. Col. Hughes, R.A.M.C.; Mr. E. Osborn, Mr. Fung Wa Chun, Mr. Lau Chupak, and Mr. G. A. Woodcock (Secretary).

AMENDMENT OF DRAINAGE BY-LAW.
An amendment of Drainage By-law No. 30 was the first item in the order of the day for the consideration of the Board.

Mr. OSBORN—I beg to move, sir, that this amendment be referred to the leading architects in the Colony for their consideration and opinions. I think it would be as well as all opinions of the laws connected with the drainage of private premises be referred to them before being finally passed by this Board. It could save a great deal of trouble, perhaps, in the end.

Dr. CLARK seconded, and the motion was carried.

QUARTERLY INSPECTION COMMITTEE'S REPORT.

The fourth report of the Quarterly Inspection Committee was laid on the table.

A QUESTION OF CONSTRUCTION.
Correspondence relative to the height of the floors at No. 21, East Street was laid on the table. This matter was before the Board at its meeting on the 12th inst., and on the motion of the President was referred to the next meeting of members.

Mr. BREWIN repeated the remarks he then made, and said that as the floors in question were only three inches below the satisfactory height they should be allowed to remain.

In opposing the suggestion of the owner in this respect, Mr. OSBORN said—If we grant this request we shall bring no end of trouble on ourselves in the future. The maximum, or the minimum height, rather, has been set, and everyone knows it.

Mr. BREWIN—It has been altered lately. Mr. OSBORN—If we are prepared to grant exemption in this case simply because there is a difference of three inches only, I don't see why the same argument should not apply to four inches or five inches, or even six inches. In fact, I don't see where you are going to apply the limit, and as far as I am concerned I shall certainly vote against the request.

Mr. FONG WA CHUN—I think this is only a conditional concession. The house, as the Vice-President has informed the Board, is only to be used as a godown—not as an ordinary tenement house.

Mr. BREWIN—As a place of business. After a pause, Mr. BREWIN said—I beg to move that the motion I made at last meeting be adopted. That the owner of this house be informed that the maximum floor on the top story of No. 21, East Street be reduced to one half the floor area, and that otherwise the floors be permitted to remain as they are, so long as the house is occupied as a godown and the first floor used simply as a godown.

Mr. FONG WA CHUN seconded, and the motion was carried.

Regarding the absence of a backyard to the premises, Mr. BREWIN next moved—That the house be exempted from the necessity of providing a backyard.

This motion was seconded by Mr. LAU CHUPAK and also carried.

THE DEATH RATE.
The mortality statistics showed that during the week ended 14th inst. the death rate throughout the Colony was 23.6 per 1,000 of the population per annum, as against 30.5 in the previous week and 23.2 in the corresponding week of the preceding year.

LIVESTOCK.
Dr. CLARK submitted the limewashing return for the fortnight ended 14th December, which bore that in the Western district there had been 2,171 houses cleaned during that period.

RAT-CATCHERS FOR KOWLOON.
The Board next considered a recommendation by Dr. CLARK that the authority of the Government should be obtained for the employment of fifteen rat-catchers for Kowloon.

On the motion of the President seconded by Mr. OSBORN, the recommendation was adopted by the Board.

RAIS IN DWELLING-HOUSES.
Dr. CLARK further recommended that the Board obtain authority to issue advertisements in the local (English) Press, inviting house-holders whose premises are infested with rats to communicate with the Medical Officer of Health, who will send rat-catchers to the house and endeavor to rid it of them.

Mr. OSBORN moved that the recommendation be forwarded to the Government, and the motion was carried.

WORK OF THE CLEANING GANG.
During the fortnight ended 21st December, the cleaning gang have dealt with 973 houses, as compared with 891 during the previous fortnight. The number of floors fumigated was 2,007, and the number of floors cleaned 2,259. Taking the twelve working days, this represents an average of almost 27 floors per gang per day, as compared with 20 floors during the previous fortnight, and shows that, now that the work is in full swing, it can be accomplished more expeditiously.

This was all the public business.

A recent New York telegram related the tragic death of a cat. Puss climbed the trolley pole of a car on the Buffalo and Lockport Electric Railroad, and attempted to walk along the feedwire. Her tail happened to touch the Niagara Falls, this making a short circuit. The body of the cat was about 24,000 volts, and fell across the wires, with the result that all the electric railways and street-lighting plants in the west of New York State were deprived of their power for several hours before the trouble could be located.

CITY HALL AND MUSEUM.

The annual meeting of shareholders in and subscribers to the City Hall was held yesterday afternoon in the Ante-room, Hon. J. J. Bellairs, Chairman of Committee, presiding.

The Hon. Secretary (Mr. F. B. L. Bowley) submitted the report, a summary of which appeared in the Daily Press of yesterday.

The CHAIRMAN said—Gentlemen, the report, which goes fully into the details of administration during the past year, I propose to consider as read. From a financial point of view the year was fairly satisfactory, although the general mourning consequent upon the lamented death of our late gracious Queen considerably interfered with the gaiety of the season.

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spring, there will be such a combination of honour and display as Peking has never seen. The almost daily burning of offerings, arranged on the great Ha-ta-men street, still continues. Vast wealth, many costumes, great glory, are transmitted to the other world for the use and comfort of the departed stationed.

IMPERIAL TEMPLE DESTROYED BY FIRE.
Last week one of the two temples devoted to the protection of the Imperial palaces—called Lung Fu Tze—was destroyed by fire. Some regard it as a sign of Heaven's displeasure.—N. C. Daily News.

Peking, 7th December.
The new Viceroy Yuan Shih-kai reached Peking yesterday afternoon. General Cuijing Kuei, with all his subordinate officials and over 1,000 soldiers were at the station to meet him.

The officials of the city were not present, as he must first call on them. He takes the place of the late Viceroy Liang, and is a native of Northern China, and, practically, of Yang Lu as Generalissimo. He was, however, received here not so much as Viceroy as General. The military officers and troops having served under him in Shantung did him high honour in welcoming him to his promotion. To-day he called on Prince Ching.

He will call on the Foreign Ministers, and try to induce them to give up the Provisional Government in Tientsin, so that he may establish his headquarters at that place. If his persuasive powers should be unsuccessful, he will return to Peking. He intends, like Viceroy Li, in the old days, to lay special emphasis on the navy and army according to Western methods. This reform is highly acceptable to the Court. He will also undertake educational reform throughout the whole province. His advent is one of promise.

SIR ERNEST SATOW.
The English first secretary, Mr. Reginald Tower, left to-day for his new office as Minister in Siam. The legation loses a capable and agreeable man.

THE MOVEMENT OF THE COURT.
It is now taken for granted that the Court will return, as an edict is announced to that effect. The season of the year is the coldest, but careful and elaborate preparations have been made for a safe and comfortable journey.

THE MARCHING QUESTION.
Prince Ching has opened negotiations with M. Lessner, but is not known to outsiders. Wang Wen-shao is expected the next few days to assist Prince Ching.—N. C. Daily News.

NORTHERN NOTES.
The following items are from the P. & T. Times of the 7th inst.:

The amount of cargo awaiting shipment is phenomenal, and is gliding down from it to the Victoria Road. The cleaning and pressing gear is running in many hongs at highest pressure; at night and day shifts have been the order for some time.

His Excellency Sir Ernest Satow returned from the South on Monday. He landed at Ching wan-tao (Shanghai-kwan), came down by train, and spent the night at the General's and went on to Peking by the morning train on Tuesday. He came up to the North in H.M.S. "Talbot", and we understand, is much the better physically for the change.

Tientsin has been eager to extend its practical sympathy to Mrs. Kirby, the widow of the late Sergeant Kirby of the Royal Welsh. This highly esteemed officer died on St. Andrew's Day, after a brief illness. He was a typical example of the British soldier, a brave, well-to-do, and a man of English characteristics. We are glad to hear that the subscription list, which emanated from the Consulate, has met with a generous support.

The Governor of Peking is taking steps to institute a school on the basis of those commenced in the recent edicts, and on the model of those established in Shanghai by His Excellency the Viceroy Yuan. Mr. Wang Shih-gu, who has been summoned to Peking for some advice on the matter, Mr. Wang was on the staff of the Imperial Naval College in Tientsin and had a distinguished career in the Royal Naval College at Greenwich from 1880 to 1890. A better selection could not have been made.

The Sappers and Gunners in Peking gave a delightful dance on Thursday evening in the new Gymnasium of the Legation. Sir Robert Hart kindly gave the services of his private band, and a programme of twelve dances, with three extra was traversed. Mrs. Prandegast acted as hostess.

A meeting of the Tientsin Golf Club, Mr. James Stewart was elected Captain while Doctor Irwin was asked to act as Secretary. Messrs Mackay and Moberley were nominated to act on the Committee. By the courtesy of the officials, links have been secured on the Russian and Belgian Concessions in the vicinity of the German porton bridge, no rent having been charged. Mr. Adams has rendered valuable aid to the Committee by co-operating in marking out the links and in levelling the greens, of which there are nine. The Club at present consists of thirty members.

The Military are doing their best to relieve the traffic in Victoria Road by giving orders to the baggage-train drivers to take other routes whenever possible. Residents might co-operate by ordering their maifos to keep out of the main thoroughfares as much as they can. We have seen a good many led ponies in the Road recently, but it is possible that they were being taken back to their stables after exercise, we fear to blame the maifos. On Thursday evening one of these ponies got restive during one of the numerous blocks in the road, and lashed out with his legs, utterly smashing a fine new ricksha. Happily the lady in it escaped, but it was by a very narrow margin.

The congestion at the Tongkin wharves and Taku Bar far exceeds anything that has ever been known in the history of Northern Trade. The chief factor of the lamentable plight is the low water on the Bar caused by the prevalence of Nor-west winds. This state of affairs but emphasizes the fact that in addition to the River question, there is a Bar question yet to be satisfied. Just as the presence of a Bar for nearly a couple of centuries has militated against the improvement of the River, so will the Bar militate against the improvement of the River. We can only hope that when the Hai Ho is finally bettered, public opinion will be ripe for an immediate attack on Nature's greater obstacle.

CHURCH SERVICES.
ST. JOHN'S CATHEDRAL.
Christmas Day—25th December.
Christmas Eve—24th December.

Processionary Hymns: 67; Responses: Tallis; Venite, Crotch; Proper: Paulus, Monk; Ouseley; Magnificat and Credo; To Dean, Ward in E flat; Benediction, Barnby in E flat; Anthem: "With All Thy Hosts"; West; Hymn: 59; Kyrie, Hopkins in C; Offertory Hymn: 65.

HONGKONG JOCKEY CLUB.

1902 RACE MEETING.
The following is the programme for next year's Race Meeting:

FIRST DAY, WEDNESDAY, 19th FEBRUARY.
The WONG-NGAI-CHONG STAKES: A sweepstake of \$5 each with \$300 added; second to receive \$100 from the stakes; open to all Hongkong subscription water griffins of this season, 1901-1902; weight for inches as per scale. Half a mile.

THE VALLEY STAKES: A sweepstake of \$10 each with \$200 added; second to receive \$100; open to all Hongkong and Shanghai subscription water griffins of this season, 1901-1902; weight for inches as per scale. Half a mile.

THE "VICTORIA" STAKES: winner to receive \$750; second \$150; third \$50; open to all Hongkong subscription water griffins of this season, 1901-1902; weight for inches as per scale; previous winners at this meeting; 5 lbs. extra; entrance \$10. Three quarters of a mile.

THE "VICTORIA" STAKES: winner to receive \$500; second \$150; third \$50; open to all China ponies; weight for inches as per scale; bonus vide griffins on 1st February, 1902, and subscription griffins of Poochow, 1901 and Amoy 1902 meeting; allowed 7 lbs. extra; entrance \$10. Three quarters of a mile.

THE HONGKONG DEBBY: A sweepstake of \$20 each with \$1,500 added (half forfeit if declared on or before day of closing entries); winner to receive 70 per cent; second 20 per cent; third 10 per cent; open to all Hongkong subscription water griffins of this season, 1901-1902; weight for inches as per scale. One mile and a half; nominations close to the Clerk of the Course at the Hongkong Club house on Saturday, the 4th day of January, 1902.

THE POOCHOW CUP: A sweepstake of \$10 each with \$350 added; second to receive \$100; open to all Hongkong and Shanghai subscription water griffins of this meeting; 7 lbs. extra; Hongkong subscription water griffins of this season, 1901-1902, allowed 7 lbs. From the two mile post once round and in.

THE HONGKONG CLUB CUP: presented; second to receive fees; open to all China ponies; weight for inches as per scale; previous winners at this meeting; 5 lbs. extra; bonus vide griffins on 1st February, 1902, and subscription griffins of Poochow, 1901 and Amoy 1902 meeting; allowed 7 lbs. extra; entrance \$10. One mile and a half.

THE LUCANO CUP: presented by the members of the Club Institute; second to receive the entrance fee; open to all subscription water griffins of this season, 1901-1902; weight for inches as per scale; previous winners to carry 7 lbs. extra for each race; entrance \$10. One mile.

THE CHINESE CLUB CUP: presented; second to receive the entrance fee; for China ponies; bonus vide griffins on 1st February, 1902; weight for inches as per scale; previous winners 5 lbs. extra; entrance \$10. One mile and a quarter.

THE ENGAGEMENT STAKES: A sweepstake of \$5 each with \$300 added; winner to receive 70 per cent; second 20 per cent; third 10 per cent; open to all Hongkong subscription water griffins of this season, 1901-1902; weight for inches as per scale; previous winners to carry 7 lbs. extra for each race; entrance \$10. One mile.

THE GABRIEL CUP: presented by the officers of the Garrison; second to receive the entrance fee; open to all Hongkong subscription water griffins of this season, 1901-1902; weight for inches as per scale; previous winners to carry 7 lbs. extra for each race; entrance \$10. One mile.

THE GERMAN CUP: presented by the members of the German Club; second to receive 70 per cent of the entrance fees; third 30 per cent; open to all Hongkong subscription water griffins of this season, 1901-1902; weight for inches as per scale; previous winners to carry 7 lbs. extra for each race; entrance \$10. One mile and a quarter.

THE YAI YU FONG CUP: presented; second to receive the entrance fees; third \$25; for China ponies; bonus vide griffins on 1st February, 1902; previous winners to carry 7 lbs. extra for each race; entrance \$5. One round.

THE NAVY CUP: presented by officers of His Majesty's Fleet; second to receive 70 per cent of the entrance fees; third 30 per cent; open to all Hongkong subscription water griffins of this season, 1901-1902; weight for inches as per scale; previous winners to carry 7 lbs. extra for each race; entrance \$10. One mile and a quarter.

THE EXCHANGE PLATE: value \$500; presented by the bankers and exchange brokers of Hongkong; second to receive 70 per cent of the entrance fees; third 30 per cent; open to all China ponies; previous winners at this meeting of one race 7 lbs. of two races 10 lbs. extra; previous non-starters to carry 12 lbs. extra for each race; entrance \$10. From the two mile post once round and in.

THE JOCKEY CUP: A sweepstake of \$5 each with \$250 added; second to receive \$100; open to all Hongkong subscription water griffins of this season, 1901-1902; weight for inches as per scale; previous winners at this meeting of one race 7 lbs. of two races 10 lbs. extra; previous non-starters to carry 12 lbs. extra for each race; entrance \$10. One round.

THE PROFESSIONAL CUP: presented; second to receive the entrance fees; open to all Hongkong and Shanghai subscription water griffins of this season, 1901-1902; weight for inches as per scale; previous winners at this season, 1901-1902, allowed 5 lbs.; previous winners at this meeting of one race 7 lbs. of two or more races 10 lbs. extra; previous non-starters at this meeting barred; entrance \$10. One mile and a quarter.

THE GYMKHANA STAKES: value \$300; presented by the Gymkhana Committee; added to a sweepstake of \$5 each; winner to receive 70 per cent; second 20 per cent; third 10 per cent; open to all Hongkong subscription

INTIMATIONS

GREAT CLEARANCE SALE BY PUBLIC AUCTION.

THE UNDERSIGNED HAVE BEEN FAVOURED WITH INSTRUCTIONS TO
SELL BY PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON

SATURDAY NEXT.

THE 28th DECEMBER INSTANT, AT 11 A.M.,
THE REMAINING PORTION OF THE CONSIGNMENT OF

LADIES' AND GENTLEMEN'S JEWELLRY.

Part of which was sold by Auction, on Saturday, the 14th instant.

A FEW LOTS WILL HAVE AN UPSET PRICE MARKED AT A VERY
LOW FIGURE WHICH WILL BE STATED AT THE SALE; WITH THIS
EXCEPTION THE WHOLE WILL BE SOLD ABSOLUTELY WITHOUT
RESERVE.

THE LOTS COMPRISE—

DIAMOND, OPAL, AND CORAL NECKLACES, WATCHES, LADIES' LONG
CHAINS, PENDANTS, BROOCHES, EAR RINGS, SLEEVE LINKS, RINGS SET
WITH PRECIOUS STONES, SCARF PINS, &c. &c. Setting of English and Chinese
Workmanship (the English settings being of Solid Gold, Hall marked 15 and 16 Carat).

ALSO
A Large and Choice Selection of UNSET DIAMONDS of Perfect Cut, RUBIES,
OPALS and other PRECIOUS STONES ranging from 3 to 49 Carats each, which will be sold
by the Carat.

This Collection is not Locally Owned, but consists exclusively of Jewellery, &c., selected at
home for the Philippine market, but owing to the excessive import duties recently imposed in
Manila, the consignees has decided to stop the consignment and realise by Public Auction here,
which will enable the Hongkong Community to obtain high-class selections at much under retail
prices.

On View from Friday, the 27th instant.
TERMS—As usual.

HUGHES & HOUGH,
AUCTIONEERS.

[3282]

Hongkong, 23rd December, 1901.

NEW YORK LIFE INSURANCE CO.

THE OLDEST AND LARGEST INTERNATIONAL LIFE INSURANCE
COMPANY IN THE WORLD.

Superior by 82 Governments.
Actual new placed and paid for business for the year 1900 Dollars 232,388,255 Gold.
The undersigned, having been appointed HONGKONG AGENT for this Company
will be pleased to receive proposals for Insurance. A note or a Telephone Message from
those wishing an "up-to-date" policy will receive immediate attention.

HECTOR W. SAMPSON,

HOTEL

Extracts from "BOA VISTA" Visitors' Book

Everything most comfortable.
Food good and nicely cooked.
Everything supplied for comfort.
The most attractive spot and very best hotel I have seen in China.
Delighted with our visit. Too charming for words.
We have spent the happiest hours of our lives at the "Boa Vista" Hotel.

Delighted with hotel and Maes.
An ideal place for a quiet holiday.
"Boa Vista" is by a long way the best Hotel in the East. We cannot strongly enough recommend this first-class house.

Food and attendance excellent. Bed-rooms comfortable, scrupulously clean, throughout. For one desiring a few days' rest and quiet to recuperate, a beautiful establishment.

Most pleasant retreat for one either in good or bad health.
Qual charmant petit endroit on sera pour le repos de nos fatigues.

Ravissant Hotel.
A charming place.
The best Hotel I have found in the Orient. [3165]

INSURANCES

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
HOTZ, JACOB & CO.
Hongkong, 2nd April, 1900. [33]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.
SIEMSEN & CO.
Hongkong, 29th May, 1895. [31]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.
Hongkong, 16th November, 1892. [29]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA

INCORPORATED 1861.
CAPITAL.....\$240,000.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
W. MEYERINK & CO.
Hongkong, 18th May, 1900. [185]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHATELAIN

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO.
Hongkong, 21st April, 1900. [194]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.
Hongkong, 16th May, 1892. [30]

"L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1833.)

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [429]

PHENIX FIRE OFFICE

THE Undersigned are now prepared to GRANT POLICIES INSURANCE against FIRE at Current Rates.
DOUGLAS LARRAIE & CO.
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897. [32]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1900, £14,782,681.
I. AUTHORIZED CAPITAL.....£23,000,000 0 0
SUBSCRIBED CAPITAL.....2,750,000 0 0
PAID-UP CAPITAL.....687,500 0 0
II. FIRE FUNDS.....2,833,716 14 4

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.
Hongkong, 3rd July, 1901. [1641]

S I E N T I N G

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [2405]

D E N T I S T R Y

AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK NEW.
(DATE OF FORTH & NORTON).
Hongkong 15th September, 1899. [3193]

ENTERTAINMENT

HONGKONG BENEVOLENT SOCIETY.

A SUBSCRIPTION DANCE

in aid of the above SOCIETY will be held in the CITY HALL, on
JANUARY 24th, 1902, at 8.30 P.M.

Tickets \$5 each.
Tickets may be had from Mrs. FORBES, East Point, or from Members of the Committee of the Society.
Hongkong, 19th December, 1901. [3242]

NOTICE

DURING REPAIRS to one of the WELLS, a Full Supply of Water to the Kowloon Peninsula cannot be maintained. Water will, however, be TURNED ON from about 5 A.M. till Noon.
It is anticipated that the repairs will be completed and the full supply resumed within a few days.
The districts of Mong-kok-tai and Yau-mai are not included in the above Notice, as they are supplied from a separate source.
W. CHATHAM,
Water Authority.
Hongkong, 14th December, 1901. [3174]

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THE Ciphers are selected from the "OFFICIAL VOCABULARY," and having been taken to omit such DANGEROUS ciphers as "Cheap," "Charge," "Collect," "Beneath," "Eleventh," "Eighteenth," "Cargo," &c., which are found in other Codes.

CONTENTS.
The Code contains 800 pages of 75,000 ciphers; 65,000 have sentences, and 10,000 are blank, enabling the addition of private phrases under their proper headings.

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Hongkong, 25th November, 1901. [2994]

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68, QUEEN'S ROAD CENTRAL.
Hongkong, 5th December, 1901. [3102]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

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Call Flag W.
J. W. KEW,
Manager,
20, Des Vaux Road.
Hongkong, 18th December, 1900. [316]

COLD STORAGE

THE Hongkong Ice Company, Ltd., have now 40,000 Cubic feet of Cold Storage available at East Point. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.
WM. FARLANE, Manager.
Hongkong, 18th November, 1901. [65]

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No. 45, DES VUEX ROAD CENTRAL.
Telephone No. 322.
Hongkong, 23rd September, 1901. [2411]

NOTICE

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T. M. STEVENS & CO.
Barnesfield Arcade.
Hongkong, 2nd August, 1901. [1913]

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SURVEYOR AND CONTRACTOR,
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TELEGRAMS: "CARMICHAEL" HONGKONG
A B C Code, 4th Edition.
A I Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 21st June, 1901. [3461]

HOW TO GET RECRUITS CHEAPLY.

By Rev E. J. HARDY, M.A., Author of
How to be Happy though Married, Mr.
Thomas Atkins, &c.

I agree with those who think that it is cheaper to pay high wages and have efficient soldiers; though comparatively few, than to have multitudes on small pay who cannot shoot straight, march fast and far, or keep out of military hospitals and prisons. A soldier who could hit De Wet, Botha, or any other leader of an army opposed to us, would be worth his weight in gold. He should get a thousand pounds a year or anything that would retain him. It is true that more numbers were required in South Africa because of the long lines of communications that had to be guarded; but in campaigns less exceptional it would be the quality and not the quantity of the soldiers that alone would tell. Mr. Brodick thinks that the present pay would have to be doubled to get a higher stamp of recruits; but it would be economy to double or even to triple it if by doing so men of the stamp of the Royal Irish Constabulary could be obtained. If the army were made so good a trade that there would be a hundred candidates for every vacancy, and great fear of being put out of it for misconduct, all military prisons and half of the military hospitals might be abolished. Nothing is so expensive as crime, even military crime; and what would be saved by having only one punishment in the army (three times admonished and out you go!) would enable the Secretary of State for War to propose a rate of pay for soldiers, the mere contemplation of which now frightens even the courageous Mr. Brodick. It may be said that this kind of soldier would be too costly to be shot; but he would fight more intelligently, and would not be so easily wounded or made sick as a cheap article. Besides, battles are not won by getting killed, but by killing; and the more "shin" in mind and tough in body a soldier is the more dangerous will he be to the enemy.

If, however, the plan of making the army so good a business that men will wish to come into it, and will behave well for fear of being put out of it, may be considered too expensive, there is another and a cheaper way of getting recruits from a better class than that to which the majority now belong. This would be to allow a soldier, after he is dismissed, to go on to his duties in the army for a month, or even after he has been in the army for a month, to live anywhere within two miles of barracks, he likes and can afford, so long as he turns up for his duties (he might pay a substitute for coat-carrying, fatigue) well fed and properly dressed. The one-year volunteer student-soldier in the German army has this privilege, and it seems to work well there. What respectable parents, who have tried to bring their sons up well, dread, and the sons themselves, in the barracks, if a young man knew that he could live in lodgings by himself, or with one or more like-minded chums, and had not to face barracks-room customs, language, and the glare of publicity, he would not be afraid, whatever were his antecedents, to indulge his taste for soldiering. A regulation like this would, it seems to me, be far better than forming a regiment of gentlemen-privates, with its ludicrous distinction, and would give us thousands of recruits whom snobs of tradesmen would be afraid to warm off their premises lest they should miss the opportunity of entertaining a moneyed angel unwelcome.

When I have met private soldiers in Germany coming down the stairs of a fashionable hotel on their way to parade, or seen sitting at a table *à la carte* and having the largest share of the attention of waiters, or passed them walking with the *élite* of the place—when I have seen the respect they are held in in that country, I have wished that the privates and non-commissioned officers of our army had something of the same social standing, and this would I am convinced soon approach if they were allowed when practicable—that is, on home service and when not in camp—to live where they liked within two miles of barracks. This privilege would, I feel sure, cause to enlist men of good social position who cannot pass the examinations to be officers, and men of the stamp of the Imperial Yeomanry who went out to South Africa; and the presence of these men in the ranks would make shopkeepers, managers of public entertainments, and people of that kind, respect every Mr. Thomas Atkins in a way they do not now. I know a general's son who enlisted as a private soldier, and went to get his hair cut at the shop of a barber who had cut his hair ever since he had hair to cut. The barber explained to him that if he came in a civilian clothes he would be delighted to operate upon him; but that he could not allow him to come into the "saloon" in his red coat; for if he did so the other customers would walk out. So long as this sort of thing is possible recruits for six army corps to be established will not be forthcoming, no matter what payment is offered to them. On the other hand, any regulation that increases the consideration of the general public for the soldier gives a great fillip to recruiting. The food in the army is now as good as what is given at our best public schools, and there is no "comfort" which a soldier wants except to be allowed to live out of the barracks-room, the atmosphere of which is not nice either physically or morally. Grant this privilege and a superior class of men would flock into the army.

A young man who has been accustomed to a bedroom to himself cannot bear the thought of "piggies" with others. Suppose that you, my reader, went to an hotel and asked for a bedroom and were told that there was none unoccupied, but that you could share a room with another gentleman, a stranger, would you not decline the offer without thanks? What then must it be to a young man, who has been brought up in refinement to live in the close proximity of a barracks-room with from twenty to fifty men, some of whom dislike baths, some of whom come in drunk at night, some of whom do not believe in the sacredness of property,

and do not filter their language. But could not barracks-rooms be divided into cubicles as are the dormitories at public schools? I have talked to many soldiers about this proposed arrangement, and they all condemned it. They said that a man would never sit in his cubicle cleaning his things alone, but would go in and out of the cubicles of his neighbours; and that at night, as the cubicles would not be supervised, the barracks-rooms now are by a non-commissioned officer, men would bring bottles of whisky into them.

Certainly soldiers would have to live together on active service, in India and in other places abroad, because they could not get accommodation in hotels and lodging-houses; but men put up with things cheerfully when they have to do so which they do not tolerate if the things of which they complain are not inevitable. The army would become much more popular if the territorial system were made a reality. Each corps on returning from abroad or manoeuvres or a camp of exercise should go to its own place as naturally as the Royal Marines return to their respective divisions at Portsmouth, Plymouth, or Chatham on landing from abroad. Then allow soldiers to live at their own homes or in lodgings if they can afford it. So long as they feed themselves properly, take good care of their clothes, and are at hand when wanted, why should not regular soldiers make their own arrangements about lodging as do the volunteers? I have known a militia regiment the men of which were billeted out and did not live in barracks. The arrangement answered well.

Were this privilege given, well developed and well brought-up men who would not live in barracks-rooms would come into the army, and would not want a ruinous increase of pay. We would get all who fail to pass the competitive examinations for commissions, most of those who go out as colonists, and rich men who now idle or dissipate away their lives because they have no work given to them. These men would have in most cases private means, and with the lodging and fuel and light allowances that would be given to them in lieu of accommodation in barracks could hire quarters for themselves outside.

Of course we are only thinking of those who have private means and could pay for lodgings outside barracks. If it be said that this would be no fair to those who from want of funds would have to live in barracks, we reply that money always does give an advantage to those who have it over those who are less fortunate, and that the same thing now obtains amongst officers. This plan of allowing those men and non-commissioned officers who can afford it to live out of barracks so long as they perform punctually every duty of a soldier, might be tried on a small scale at first as an experiment. No doubt such a regulation would, when the details of it came to be worked out, give much trouble to the authorities; but after a time it would bring a different stamp of men into the army, and would raise the social position of Mr. Thomas Atkins—or of Thomas Atkins, Esquire, as he would then become.

So long as the social position of soldiers remains what it is we shall never get an army of the best, and may be very thankful if we escape having an army of the worst. When a non-commissioned officer of good character tells me that he is taking his discharge from the army I often ask him why he does so, and he nearly always answers, "Because civilians despise us, and do not care to walk with us in uniform." If a high class of men were induced to join the army by being allowed to live out of barracks the uniform would be more respected. For the same reason officers and warrant-officers should be obliged to always wear uniform except when playing games, hunting, or doing something of this kind. As it is, the higher non-commissioned officers think that it is a great privilege to be allowed to dress in mott, and they get into badly-fitting, vulgar-looking clothes. By their example, officers should teach them that it is not a privilege to get out of uniform but to remain in it.—*Chamber's Journal*.

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Hongkong, 1st November, 1901. [2778]

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1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	GLAUCUS	Brit. str.	2 m.	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 28th inst.
LONDON	JAVA	Brit. str.	2 m.	Donaldson, R.N.R.	P. & O. S. N. Co.	On 28th inst., at Noon.
LONDON, VIA SUEZ CANAL	GLENFARG	Brit. str.	2 m.	A. G. Cubitt, R.N.R.	McGREGOR BROS. & GOW	On 2nd Jan., at Noon.
LONDON, &c., VIA PORTS OF CALL	VALETTA	Brit. str.	2 m.	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	On 4th Jan., at Noon.
LONDON	DEVALON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th January.
LONDON	PELEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st January.
LONDON	STENTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th February.
LONDON	LOOMENEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th February.
LONDON	ALAI	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th March.
LIVERPOOL DIRECT	PAROCUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th February.
LIVERPOOL DIRECT	TARTALUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 27th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, S. POLE, &c.	WAKASA MARU	Jap. str.	2 m.	J. B. Macmillan	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, S. POLE, &c.	YABEA	Fre. str.	2 m.	Negre	MESSAGERIES MARITIMES	On 30th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP, S. POLE, &c.	KONIG ALBERT	Ger. str.	2 m.	C. Polack	MELCHERS & CO.	To-morrow, at 4 p.m.
MARSEILLES, LONDON & ANTWERP, S. POLE, &c.	SERBIA	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	To-day.
MARSEILLES, LONDON & ANTWERP, S. POLE, &c.	NUERNBERG	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 4th January.
MARSEILLES, LONDON & ANTWERP, S. POLE, &c.	STRASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 13th January.
MARSEILLES, LONDON & ANTWERP, S. POLE, &c.	SAMBIA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 28th January.
MARSEILLES, LONDON & ANTWERP, S. POLE, &c.	AMBRIA	Ger. str.	2 m.	Duckstein	HAMBURG-AMERIKA LINIE	On 12th February.
MARSEILLES, LONDON & ANTWERP, S. POLE, &c.	C. FEED LAISZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 28th February.
MARSEILLES, LONDON & ANTWERP, S. POLE, &c.	MARIA VALERIS	Aus. str.	2 m.	Bellon	SANDER, WIELEN & CO.	On 15th January, 2 p.m.
TRIESTE VIA SINGAPORE &c.	ORONSAY	Brit. str.	2 m.		DODWELL & CO., LIMITED	On or about 31st inst.
NEW YORK VIA SUEZ CANAL	ASAMA	Brit. str.	1 m.		SHAW, TOMES & CO.	On 31st inst.
NEW YORK VIA SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 15th January, at Noon.
YANCOUVER VIA SHANGHAI, &c.	TARTAN	Brit. str.	2 m.	E. Beetham	CANADIAN PACIFIC R. CO.	On 29th January.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	VICTORIA	Brit. str.	4 m.	P. Pantou	DODWELL & CO., LIMITED	On 27th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	LYO MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 28th inst., at 4 p.m.
PORTLAND OREGON	INDRAVELLI	Brit. str.	2 m.	W. E. Craven, R.N.R.	PORTLAND & ASIATIC S.S. CO.	On 28th inst.
SAN DIEGO, &c., VIA MOJI, &c.	THIRIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
AUSTRALIAN PORTS	CHINOTV	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th January.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 30th Jan., at 4 p.m.
AUSTRALIAN PORTS	AKIRIE	Brit. str.	2 m.	St. John George	GIBB, LIVINGSTON & CO.	On 7th January, at Noon.
YOKOHAMA & SHANGHAI, MOJI & KOBE	SILEZIA	Ger. str.	2 m.	Bahle	HAMBURG-AMERIKA LINIE	To-day, at 3 p.m.
YOKOHAMA & SHANGHAI, MOJI & KOBE	SHANGHAI	Brit. str.	2 m.	E. Spicer, R.N.R.	P. & O. S. N. Co.	On or about 30th inst.
KOBE DIRECT	HIROSHIMA MARU	Jap. str.	2 m.	T. Mura	NIPPON YUSEN KAISHA	On 31st inst., at Noon.
NAGASAKI & VLADIVOSTOCK	DAPHNE	Ger. str.	2 m.	Schipper	JEMSEN & CO.	To-day, at 5 p.m.
SHANGHAI	COROMANDEL	Brit. str.	2 m.	F. W. Vibert	P. & O. S. N. Co.	On or about 4th Jan.
FOOCHOW VIA SWATOW & AMOY	KANTING MARU	Jap. str.	1 m.	K. Sudzuki	MIYOSUKE BUSAN KAISHA	On 1st January.
AMOI VIA SWATOW & AMOY	MAIRU MARU	Jap. str.	1 m.	T. Saito	MIYOSUKE BUSAN KAISHA	To-morrow.
TAMSAI VIA SWATOW & AMOY	HAICHING	Brit. str.	2 m.	T. Kitano	DOUGLAS LARSEN & CO.	On 29th inst.
SWATOW, AMOY & FOOCHOW	ROBERTT MARU	Jap. str.	2 m.	Tat	MIYOSUKE BUSAN KAISHA	To-day, at 2 p.m.
MANILA	DIAMANTE	Brit. str.	2 m.	J. Rattenbury	SHAW, TOMES & CO.	To-day, at Noon.
MANILA, VIA AMOY	ESMERALDA	Brit. str.	2 m.	R. Rodger	SHAW, TOMES & CO.	On 28th inst., at Noon.
MANILA, VIA AMOY	YUENANG	Brit. str.	2 m.	Rufle	JARDINE, MATHESON & CO.	On 27th inst., at 4 p.m.
MANILA, VIA AMOY	CHINGTO	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th January.
MANILA, VIA AMOY	SUNGKIANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
SINGAPORE, PENANG & CALCUTTA	ARATON APCAR	Brit. str.	2 m.	E. Fey	DAVID SASSOON, SONS & CO.	To-day, at 3 p.m.

SHIPPING.

ARRIVALS.
Dec. 23, APEBADE, German str., 611, Lorenzen, Haiphong 20th Dec., Rice.—JENSEN & CO.

Dec. 23, D'ENTRECASTEX, French flag-ship, 1,000, D. du Four, Japan.

Dec. 23, DIAMANTE, British steamer, 1,254, J. Kasten, Manila 18th Dec. and Amoy 22nd.—SHAW, TOMES & CO.

Dec. 23, KENDYON, British cruiser, 7,500, Paget, Manila 20th Dec.

Dec. 23, HAILAN, French str., 377, Andersen, Pakhoi and Hoihow 21st Dec., General.—A. R. MARTY.

Dec. 23, HANYANG, British str., 1,600, Jamieson, Canton 23rd Dec., General.—BUTTERFIELD & SWIRE.

Dec. 23, KAWAKI MARU, Japanese str., 6,097, J. S. Thompson, Singapore 17th Dec., General.—NIPPON YUSEN KAISHA.

Dec. 23, QUANTA, German str., 1,140, Johannsen, Canton 23rd Dec., General.—SILMSEN & CO.

Dec. 23, REDPOLE, British str., from Canton.

Dec. 23, SHANTUNG, British str., 1,835, Quail, Java 14th Dec., Sugar.—BUTTERFIELD & SWIRE.

Dec. 23, TUBOUGAN MARU, Japanese str., 6,125, J. Natsuki, Kutchineta 17th Dec., Coal.—M. B. KAISHA.

CLEARANCES.

At the Harbour Master's Office.
23rd December.

Chiyen, American str., for Canton.

Clara, German str., for Haiphong.

Dr. H. J. Kier, Norwegian str., for Haiphong.

Flammar, German str., for Shanghai.

George T. Hay, British ship, for New York.

Hanyang, British str., for Shanghai.

Hongkong 1, British str., for Amoy.

Jacob Diederichsen, German str., for Haiphong.

Leuca, British str., for Singapore.

Loongyung, British str., for Manila.

Michael Jensen, German str., for Hoihow.

Quanta, German str., for Chinkiang.

Servia, German str., for Singapore.

Thales, British str., for Pakhoi.

Whampoa, British str., for Shanghai.

DEPARTURES.

23rd December.

Athens, German str., for New York.

Chiyen, American str., for Canton.

Clara, German str., for Haiphong.

Fausa, German str., for Yokohama.

Hanyang, British str., for Shanghai.

Hinsang, British str., for Singapore.

Loongyung, British str., for Manila.

Michael Jensen, German str., for Hoihow.

Quanta, German str., for Chinkiang.

Servia, German str., for Singapore.

Thales, British str., for Pakhoi.

Whampoa, British str., for Shanghai.

VESSELS IN DOCK.

23rd December.

Aberrdeen Docks.—Emma Lyden.

Aberrdeen Docks.—Emma Lyden.

Aberrdeen Docks.—Emma Lyden.

Aberrdeen Docks.—Emma Lyden.

Aberrdeen Docks.—Emma Lyden.

Aberrdeen Docks.—Emma Lyden.

Aberrdeen Docks.—Emma Lyden.

Aberrdeen Docks.—Emma Lyden.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING"

Captain Davis, will be despatched for the above ports TO-DAY, the 24th inst., at 9 a.m.

For Freight or Passage, apply to DOUGLAS, LARSEN & CO., General Managers.

Hongkong, 20th December, 1901. [3259]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARATON APCAR"

Captain E. Fey, will be despatched for the above ports TO-DAY, the 24th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.

Hongkong, 18th December, 1901. [3219]

FOR YOKOHAMA AND KOBE.

THE Steamship

"SILEZIA"

Captain Bahle, will be despatched for the above ports TO-DAY, the 24th inst., at 3 p.m.

The Steamer has super accommodation for First Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 23rd December, 1901. [3276]

FOR NAGASAKI AND VLADIVOSTOCK.

THE Steamship

"DAPHNE"

Captain Schipper, will be despatched for the above ports TO-DAY, the 24th inst., at 6 p.m.

This Steamer has super accommodation for First Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 21st December, 1901. [3267]

COMPAGNIE DES MESSAGERIES MARITIMES

PAQUEBOTS-POSTE FRANCAIS

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR OREGON, OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE STEAMSHIP

"INDRAVELLI" 4,899 W. E. Craven, R.N.R. December 23, 1901

"INDRAPURA" 4,899 A. E. Hollingsworth January 14, 1902

"KNIGHT COMPANION" 4,111 G. E. Froggatt, R.N.R. February 13, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 11th December, 1901. [3150]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

KONIG ALBERT ... WEDNESDAY ... 25th December.

PRINCESS IRENE ... WEDNESDAY ... 28th Jan., 1902.

PRINZ HEINRICH ... WEDNESDAY ... 22nd Jan., 1902.

PREUSSEN ... WEDNESDAY ... 5th Feb., 1902.

HAMBURG ... WEDNESDAY ... 19th Feb., 1902.

SACHSEN ... WEDNESDAY ... 3rd Mar., 1902.

KLAUSCHOU ... WEDNESDAY ... 19th Mar., 1902.

BAYERN ... WEDNESDAY ... 2nd Apr., 1902.

STUTTGART ... WEDNESDAY ... 16th Apr., 1902.

KONIG ALBERT ... WEDNESDAY ... 30th Apr., 1902.

PRINCESS IRENE ... WEDNESDAY ... 14th May, 1902.

PRINZ HEINRICH ... WEDNESDAY ... 28th May, 1902.

PREUSSEN ... WEDNESDAY ... 11th June, 1902.

HAMBURG ... WEDNESDAY ... 25th June, 1902.

* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON WEDNESDAY, the 25th day of December, 1901, at 3 p.m., the Steamship "KONIG ALBERT" of the Norddeutscher Lloyd, Capt. C. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING at NAUKE and GENOA.

Shipping Orders will be granted till Noon on Monday, the 23rd December; Cargo and Sp. cl. will be received on Board until 5 p.m. on Tuesday, the 24th December, and Parcel. will be received at the Agency's Office until Noon on Tuesday, the 24th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELOHERS & CO., AGENTS.

Hongkong, 20th December, 1901. [9]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FAHRDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SERBIA ... HAVRE & HAMBURG ... On 24th Dec. ... Freight

NUERNBERG ... HAVRE, BREMEN, ROTTERDAM ... On 4th Jan., 1902 ... Freight

STRASSBURG ... HAVRE, ROTTERDAM and HAMBURG ... On 13th Jan., 1902 ... Freight

SAMBIA ... HAVRE, BREMEN & HAMBURG ... On 28th Jan., 1902 ... Freight

AMBRIA ... HAVRE & HAMBURG ... On 12th Feb., 1902 ... Freight

C. FEED LAISZ ... HAVRE & HAMBURG ... On 28th Feb., 1902 ... Freight

* For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON ... JAVA ... Noon, 28th ... Freight or Passage.

YOKOHAMA VIA SHANGHAI ... SHANGHAI ... About 30th ... Freight or Passage.

MOJI and KOBE ... SHANGHAI ... About 4th ... Freight or Passage.

VALETTA ... Noon, 4th ... See Special Advertisement.

LONDON, &c. ... A. G. Cubitt, R.N.R. ... January ... Freight or Passage.

SHANGHAI ... COROMANDEL ... About 4th ... Freight or Passage.

PASSENGER SEASON 1902.

For MARSEILLES, PLYMOUTH, LONDON DIRECT ... 5,234 Tons ... 29th March.

WITHOUT TRANSHIPMENT ... MALTA ... 6,004 Tons ... 12th April.</

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	DATE
GLASGOW and LIVERPOOL	STENTOR	On 28th December.
GLASGOW and LIVERPOOL	MEMNON	On 3rd January.
GLASGOW and LIVERPOOL	IDOMENEUS	On 8th January.
GLASGOW and LIVERPOOL	TANTALUS	On 18th January.
GLASGOW and LIVERPOOL	AXAX	On 22nd January.
GLASGOW and LIVERPOOL	TYRUS	On 31st January.

FOR	HOMEWARDS	TO SAIL
LONDON	GLAUCUS	On 26th December.
LONDON	DEUCALION	On 7th January.
LONDON	TELEUS	On 21st January.
LONDON	STENTOR	On 4th February.
LONDON	IDOMENEUS	On 18th February.
LONDON	AXAX	On 4th March.
LIVERPOOL DIRECT	PATROCLOS	On 20th January.
LIVERPOOL DIRECT	TANTALUS	On 15th February.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKIANG"	On 28th December.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE	"CHINGTU"	On 16th January, 1902.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th November, 1901.

TOYO KISEN KAISHA.
(ORIENTAL S.S. CO.)

INAUGURATION OF REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE COMPANY'S WELL-KNOWN STEAMSHIP

"ROSETTA MARU."

Captain Tab, having been placed on the above Service, will be despatched hence for MANILA, TODAY (TUESDAY), 24th instant, at Noon. Magnificent accommodation. Excellent Table. Comfortable Cabins. Unrivalled Speed. Electric Light.

For Freight and Passage, apply to

AGENTS.
AGENTS.

Hongkong, 10th December, 1901.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSU, VIA SWATOW	"DAIGI MARU"	SUNDAY, 29th December.
TAMSU, VIA SWATOW	"DAIJIN MARU"	SUNDAY, 5th January.
ANPING, VIA SWATOW	"MAIDZU MARU"	WEDNESDAY, 25th December.
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 1st January, 1902.

The Company's new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoons at the Customs water-front premises at Tamsui to land all passengers and cargo.

For Freight, Passage, and further information, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 18th December, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORT SAUD AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"OBONSAY" 1902

"AFRIDI" 1902

"HILLGLEN" 1902

"LOWTHER CASTLE" 1902

For Freight and further information, apply to

Apply to **DODWELL & CO., LTD.**

Hongkong, 28th November, 1901.

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VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE

RAILROAD CO.

HONGKONG TO SAN DIEGO

AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN, AND

HONOLULU.

TAKING CARGO AND PASSENGERS

TO JAPAN PORTS AND

HONOLULU.

THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH

AMERICA &c.

S.S. "THYRA" On 26th December.

THE Steamship "THYRA" will be

despatched for SAN DIEGO and

SAN FRANCISCO via MOI, KOBE, and

YOKOHAMA on THURSDAY, the 26th

December.

Through Bills of Lading issued to any point

in the United States.

Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel Packages

will be received at the Office until the same

time. All parcels should be marked to address

in full. Value of same is required.

Consular invoices to accompany Cargo des-

tined to points beyond San Diego, should be

sent to the Company's Office, addressed to the

Collector of Customs, San Diego.

For further information as to Freight or

Passage, apply to

BUTTERFIELD & SWIRE,

Agents,

Hongkong, 18th December, 1901.

(14)

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG"

Captain Reife, will be despatched as above on

FRIDAY, the 27th inst., at 4 P.M.

This steamer has superior accommodation

for first-class passengers, is fitted throughout

with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 21st December, 1901.

(322)

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

South Africa, in connection with INDO-

CHINA STEAM NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPS POINTS every fortnight.

For Freight and further particulars,

apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897.

(323)

NOT RESPONSIBLE FOR DEBTS.

Under the CAPTAINS, the AGENTS, nor the

Company are RESPONSIBLE for any

DEBT contracted by the Officers or the Crews

of the following Vessels during their stay in

Hongkong Harbour:

CABERGA, British barque, Denmore.—ORDER

NOTICE TO CONSIGNEES.

THE CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND

STRAITS.

THE Company's Steamship

"PAKLING"

having arrived from the above ports, Con-

signees of Cargo are hereby informed that

their Goods are being landed and placed at

their risk in the Hongkong and Kowloon

Wharf and Godown Company's Godowns at

Kowloon, where each consignment will be

sorted out mark by mark, and delivery can be

obtained as soon as the Goods are landed.

Goods not cleared by the 24th instant, at

Noon, will be subject to rent.

No Fire Insurance will be effected by us in

any case whatever.

All damaged packages must be left in the

Godowns, and a certificate of the damage

obtained from the Godown Company within

ten days after the vessel's arrival here, after

which no claims will be recognised.

Optional Goods will be landed here unless

instructions are given to the contrary before

Noon, TO-DAY, the 18th inst.

DODWELL & CO., LTD.

Agents.

Hongkong, 18th December, 1901.

(3234)

NOTICE TO CONSIGNEES.

STEAMSHIP "ROSETTA MARU"

FROM YOKOHAMA, KOBE AND MOI.

THE above Steamer having arrived, Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for Counter-

signature, and to take immediate delivery of

their Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

DODWELL & CO., LTD.

Agents.

Hongkong, 17th December, 1901.

(3218)

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO.

AND LONDON.

THE Steamship

"VALETTA"

Captain A. G. Cubitt, R.N.R., carrying His

Majesty's Mails, will be despatched from this

Berth, on SATURDAY, the 4th Janu-

ary, at Noon, taking passengers and cargo

for the above ports.

Silk and Valuable, all cargo for France, and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer proceed-

ing direct to Marseilles and London; other

cargo for London, &c., will be conveyed via

Portsmouth without transshipment.

Parcels will be received at this Office until 4

P.M. the day before sailing. The contents and

value of all packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 23rd December, 1901.

(1)

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA"

FROM TACOMA, VICTORIA, YOKO-

HAMA KOBE, MOI AND SHANGHAI.

THE above Steamer having arrived, Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for Counter-

signature, and to take immediate delivery of

their Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

DODWELL & CO., LTD.

Agents.

Hongkong, 20th December, 1901.

(11)

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PATROCLOS"

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon Wharf

and Godown Company, Ltd.; in both cases it

will be at Consignees' risk. The Cargo will be

ready for delivery from Craft or Godown on

and after the 20th instant.

Optional Cargo will be landed, unless notice

has been given prior to steamer's arrival.

Goods undelivered after the 24th instant

will be subject to rent. All damaged Goods

must be left in the Godowns, where they will

be examined at 11 A.M. on the 27th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 17th December, 1901.

(15)

FROM HAMBURG, PENANG AND

SINGAPORE.

